TRENDS

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ASSOCIATION
OF AMERICAN
RAILROADS

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For Immediate Release

# 1982 RAIL TRAFFIC DECLINES

WASHINGTON, January 3, 1983 -- Freight traffic on major U.S. railroads during 1982 totaled an estimated 798 billion ton-miles, 12.3 percent lower than 1981, the Association of American Railroads reported today. The sharp decline was attributable to the depressed economy.

Ton-mile figures trailed 1981 levels by 12.3 percent in the first quarter of 1982, by 6.5 percent in the second quarter, and by 16.1 percent in the third quarter. Preliminary estimates for the fourth quarter indicate a drop of about 14.9 percent from the previous year's traffic. For the year, ton-miles were down 9.9 percent in the East, 13.6 percent in the South and 12.8 percent in the West.

Carloadings for the year totaled 18,550,199, down 14.2 percent from 1981. The lesser decline in ton-miles than in carloadings stemmed from a continuation of the trend toward the retirement of smaller cars -- with the resulting increases in average load per car -- and longer average hauls (particularly in Western coal movements).

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As shown in the attached table, 20 of the 21 major commodity groups were down from 1981, with metallic ores as well as metals and metal products the biggest losers.

However, there were some bright spots. The earlier deregulation of piggyback and perishables contributed to continued growth in both of these traffic areas, and coal carloadings were down only 1.8 percent from 1981's near-record levels.

Ton-miles for the holiday week ended December 25 totaled 11.9 billion, 6.3 percent over the corresponding week of 1981 and carloadings were up 3.6 percent from the previous year.

## Piggyback

The AAR also reported that piggyback freight traffic on major railroads for the week ended December 18 totaled an estimated 41,415 cars, up 14.9 percent from the corresponding week of 1981, and 73,061 trailers and/or containers, 13.1 percent higher than last year.

The cumulative 1,891,682 volume of TOFC/COFC traffic for the first 51 weeks of the year was 1,891,682 cars, 9.7 percent higher than last year, and 3,329,813 trailers and/or containers, up 7.3 percent.

Following are carloadings of major railroads, by commodity groups, for the week ended 12/25/82:

| | Loadings in Week ended December 25, 1982 | | Change from Corresponding Week 1981 | | | Change from Preceding Week | |
|---|---|---|---|---|---|---|---|
| | Cars | | Cars | Percent | | Cars | Percent |
| Grain | 19,217 | I | 2,693 | 16.3 | D | 4,220 | 18.0 |
| Other farm products | 3,590 | I | 280 | 8.5 | D | 1,465 | 29.0 |
| Metallic ores | 10,342 | D | 5,392 | 34.3 | D | 1,464 | 12.4 |
| Coal | 81,226 | I | 1,363 | 1.7 | D | 21,692 | 21.1 |
| Crushed stone, gravel and sand | 4,171 | D | 110 | 2.6 | D | 3,028 | 42.1 |
| Nonmetallic minerals | 8,377 | I | 1,449 | 20.9 | D | 1,633 | 16.3 |
| Grain mill products | 10,099 | I | 749 | 8.0 | D | 2,055 | 16.9 |
| Food and kindred products | 10,052 | I | 178 | 1.8 | D | 1,787 | 15.1 |
| Primary forest products | 7,607 | I | 834 | 12.3 | D | 4,072 | 34.9 |
| Lumber and wood products except furniture | 4,940 | I | 1,074 | 27.8 | D | 1,247 | 20.2 |
| Pulp, paper and allied products | 12,234 | I | 16 | 0.1 | D | 2,660 | 17.9 |
| Chemicals and allied products | 16,234 | D | 1,064 | 6.2 | D | 2,616 | 13.9 |
| Petroleum products | 3,752 | I | 235 | 6.7 | D | 943 | 20.1 |
| Stone, clay and glass products | 6,503 | D | 344 | 5.0 | D | 1,327 | 16.9 |
| Coke | 4,147 | D | 43 | 1.0 | I | 491 | 13.4 |
| Metals and products | 4,701 | D | 3,037 | 39.2 | D | 1,864 | 28.4 |
| Motor vehicles and equipment | 8,667 | I | 677 | 8.5 | D | 4,684 | 35.1 |
| Waste and scrap materials | 4,718 | D | 182 | 3.7 | D | 1,745 | 27.0 |
| Forwarder and shipper association traffic | 5,892 | I | 29 | 0.5 | D | 1,572 | 21.1 |
| All other carloads | 36,524 | I | 9,720 | 36.3 | D | 13,296 | 26.7 |
| LCL traffic | 104 | D | 13 | 11.1 | D | 73 | 41.2 |
| Total Cars Loaded | 263,097 | I | 9,112 | 3.6 | D | 72,952 | 21.7 |
| Corresponding week of 1981 | 253,985 | | | | | | |

| | 1982 | 1981 | % Change |
|---|---|---|---|
| Total Cars Loaded (52 weeks) | 18,550,199 | 21,613,387 | D 4.3 |
| Estimated revenue ton-miles (in billions): | | | |
| 51 Weeks cumulative | 785.9 | 900.5 | D 12.7 |
| Week ended December 25 | 11.9 | 11.2 | I 6.3 |
| 52 Weeks cumulative | 797.8 | 910.2 | D 12.3 |

(more)

Following are carloadings of major railroads, by commodity groups, for 52 weeks of 1982 and 1981:

| | 1982 | 1981 | | Incr/Decr. 1982 vs. 1981 | |
|---|---|---|---|---|---|
| | Cars | Cars | | Cars | Percent |
| Grain | 1,267,056 | 1,352,406 | D | 85,350 | 6.3 |
| Other farm products | 216,924 | 222,383 | D | 5,459 | 2.5 |
| Metallic ores | 823,647 | 1,606,558 | D | 782,911 | 48.7 |
| Coal | 5,659,783 | 5,762,265 | D | 102,482 | 1.8 |
| Crushed stone, gravel and sand | 468,068 | 619,994 | D | 151,926 | 24.5 |
| Nonmetallic minerals | 503,086 | 674,793 | D | 171,707 | 25.4 |
| Grain mill products | 619,969 | 737,854 | D | 117,885 | 16.0 |
| Food and kindred products | 681,511 | 784,569 | D | 103,058 | 13.1 |
| Primary forest products | 756,743 | 938,611 | D | 181,868 | 19.4 |
| Lumber and wood products except furniture | 305,489 | 395,588 | D | 90,099 | 22.8 |
| Pulp, paper and allied products | 827,698 | 991,496 | D | 163,798 | 16.5 |
| Chemicals and allied products | 1,116,051 | 1,332,863 | D | 216,812 | 16.3 |
| Petroleum products | 243,113 | 268,582 | D | 25,469 | 9.5 |
| Stone, clay and glass products | 509,287 | 690,367 | D | 181,080 | 26.2 |
| Coke | 232,669 | 330,465 | D | 97,796 | 29.6 |
| Metals and products | 458,144 | 785,644 | D | 327,500 | 41.7 |
| Motor vehicles and equipment | 712,547 | 809,113 | D | 96,566 | 11.9 |
| Waste and scrap materials | 404,555 | 605,727 | D | 201,172 | 33.2 |
| Forwarder and shipper association traffic | 429,358 | 493,151 | D | 63,793 | 12.9 |
| All other carloads | 2,303,744 | 2,199,036 | I | 104,708 | 4.8 |
| LCL traffic | 10,757 | 11,922 | D | 1,165 | 9.8 |
| Total Cars Loaded | 18,550,199 | 21,613,387 | D | 3,063,188 | 14.2 |

Revenue ton-miles (in billions):

| | 1982 | 1981 | % Change | |
|---|---|---|---|---|
| First quarter | 207.4 | 236.0 | D | 12.3 |
| Second quarter | 208.0 | 222.5 | D | 6.5 |
| Third quarter | 190.9 | 227.5 | D | 16.1 |
| Fourth quarter | 191.5e | 225.1 | D | 14.9 |
| Year | 797.8 | 910.2 | D | 12.3 |

e Estimated

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